

# NATIONAL FREIGHT AND SUPPLY CHAIN STRATEGY IMPLEMENTATION ARRANGEMENTS

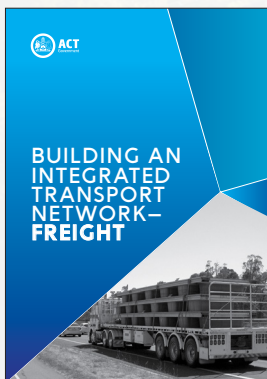
Australian Capital Territory



**ACT**  
Government



# APPROACH TO COORDINATING FREIGHT TRANSPORT STRATEGIES AND INITIATIVES IN THE ACT



1. In 2016, the ACT Government released the ***Building an Integrated Transport Network- Freight (Freight Strategy)***. The freight strategy is part of complementary suite of transport policies and has 5 key directions:
  - a. Understand the freight task and plan for the future,
  - b. Invest in the right infrastructure,
  - c. Implement better regulation and enforcement,
  - d. Build community support
  - e. Connect with the region, industry and other stakeholders.

The ACT Freight Strategy considers national, state and regional directions and supports development of an orbital route for traffic and freight movements around the city core and the prioritisation of central corridors for public transport.

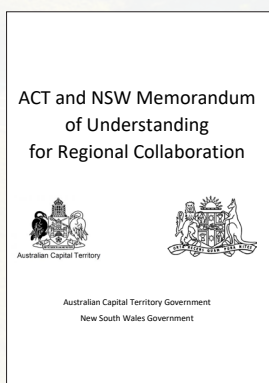




2. The ACT Government released a **refreshed ACT Planning Strategy** in December 2018. The Strategy also identifies:
  - > the importance of protecting the role and function of the existing strategic industrial areas at Hume, Fyshwick and Mitchell and managing competing demands on industrial and service trades areas adjoining town centres, in order to optimise the valuable contribution that these areas make to the ACT economy;
  - > the significant potential of Canberra Airport in the distribution of freight to both national and international markets; and
  - > that Government will participate in discussions with key stakeholders including the Canberra Airport and regional neighbours to understand the potential and key requirements for a freight hub or hubs within the Canberra Region.



3. The ACT is currently preparing a **new Transport Strategy** for finalisation and release in early 2020. The draft strategy portrays an updated ACT Freight Network identifying the role that strategic corridors play in completing an Orbital Freight network, including servicing key freight generators and attractors in the ACT. The draft strategy emphasises the importance of planning for freight movement in the context of a Movement and Place Framework so that streets are designed and managed to balance the needs of all modes of transport depending on the functional road environment, adjoining land use.



4. The ACT will continue to progress key infrastructure related commitments **signalled in regional MoUs with NSW, the Canberra Region Joint Organisation and Queanbeyan-Palerang Regional Council** including:
  - a. Identify opportunities to enhance freight and export infrastructure at Canberra Airport.
  - b. Develop an agreed list of regional infrastructure priorities, including cross border infrastructure, which supports economic development and social outcomes in NSW and the ACT and informs co-investment decisions.
  - c. Progress funding principles and a framework for cross-border infrastructure investment which reflects ACT and NSW Planning Strategies.
  - d. Identify regional projects for co-investment, including through the NSW Cross-Border Commissioner's Infrastructure Fund.
  - e. Development of integrated ACT-QPRC Transport Strategies.
  - f. Continuing to work with NSW Planning in progressing relevant implementation initiatives identified in the NSW South East and Tablelands Regional Plan.

# ACT ACTIONS AND TIMEFRAMES

Short-term – 0-5 years, Medium-term – 5-10 years, Long-term >10 years

Action Areas	National Priority Actions	ACT Implementation	Timeframe
<b>1</b> Smarter and targeted investment	<b>1.1:</b> Ensure that domestic and international supply chains are serviced by resilient and efficient key freight corridors, precincts and assets.	> The <b>ACT Transport Corridors Study</b> includes a priority list of possible road transport infrastructure investment initiatives in the Capital Region that will guide improvements to the transport network over the coming decade. The list is underpinned by a transport modelling and appraisal looking at potential benefits from investment such as productivity increases and economic growth, alignment to government policy and strategies, connectivity and liveability and project feasibility.	Short to Medium term
	<b>1.2:</b> Provide regional and remote Australia with infrastructure capable of connecting regions and communities to major gateways, through land links, regional airports or coastal shipping.	> A study was initiated in 2019 by the NSW Government to assess <b>the feasibility of a Canberra to Eden railway line</b> . The ACT Government supports this work and the potential for improving freight movements through Port of Eden to Canberra Airport, and beyond into NSW. The ACT Government is engaging with the consultants to provide input on the opportunities and constraints related to the ACT portion of the proposed route.	Long term
		> The ACT will also continue to pursue a <b>joint ACT-NSW prefeasibility analysis for upgrades to Canberra-Sydney rail infrastructure</b> and exploration of potential fast rail initiatives.	Short to Medium term
		> The ACT will continue exploring <b>Commonwealth funding opportunities</b> for ACT and regional freight infrastructure initiatives including <b>options investigations for an ACT East-West Regional Freight Network</b> .	Ongoing
	<b>1.3:</b> Identify and support digital infrastructure and communication services necessary for improved and innovative supply chains.	> The ACT continues to investigate and support the deployment of digital and physical infrastructure that will be needed now and into the future, including how it can be provided effectively. For example, the ACT has committed to developing program of work to address the barriers and challenges impeding the <b>uptake of Low and Zero Emissions Vehicles (LZEVs)</b> .	Ongoing
	<b>1.4:</b> Advance heavy vehicle road reform to facilitate efficient investment in infrastructure.	> The ACT continues to work with through the <b>Transport and Infrastructure Council to shape key decisions on heavy vehicle road reform</b> including on the key elements: <ul style="list-style-type: none"> <li>• National Service Level Standards</li> <li>• Expenditure planning and independent oversight</li> <li>• Independent price regulation and forward-looking cost base</li> <li>• Revenue collection and distribution.</li> </ul>	Ongoing



Action Areas	National Priority Actions	ACT Implementation	Timeframe
<h1>2</h1> <p>Enable improved supply chain efficiency</p>	<b>2.1:</b> Adopt and implement national and global standards, and support common platforms, to reduce transaction costs and support interoperability along supply chains.	<ul style="list-style-type: none"> <li>&gt; The ACT Freight Strategy commits to collaboration with industry and governments on standards and interoperability, with a focus on adopting international standards unless unique requirements are needed.</li> <li>&gt; The draft ACT Transport Strategy (Moving Canberra) commits to finalising the freight route network to meet national policy and standards and includes ongoing directions to explore of <b>how telematics and other intelligent transport systems</b> can be used to optimise operations and planning.</li> </ul>	<p>Ongoing</p> <p>Medium term</p>
	<b>2.2:</b> Promote training and re-skilling of industry and government workforces appropriate to current and future needs.	<ul style="list-style-type: none"> <li>&gt; The ACT Government will continue to actively engage with all relevant bodies as part of the <b>Transport Sector Skills Strategy Taskforce</b> being established by the Commonwealth and will directly participate in the <b>truck driver skills and shortage</b> working group being led by Natroad.</li> </ul>	<p>Ongoing</p>
	<b>2.3:</b> Facilitate new and innovative technologies that improve freight outcomes and understand the deployment, skills and workforce requirements for operators and infrastructure.	<ul style="list-style-type: none"> <li>&gt; The ACT Freight Strategy includes commitment to participation in <b>intergovernmental working groups</b> in progressing national reforms and collaboration with industry on emerging technologies that contributes to energy savings and reduction in greenhouse gas emissions.</li> <li>&gt; The ACT is directly supporting Wing's <b>world-first urban-based drone delivery services</b> and the industry's presence in the ACT is a continuation of the Government's commitment to capitalising and adopting smart and innovative technologies that support efficient freight transport.</li> </ul>	<p>Ongoing</p> <p>Short term</p>
	<b>2.4:</b> Build community acceptance of freight operations.	<ul style="list-style-type: none"> <li>&gt; <b>The ACT Freight Strategy</b> includes a number of actions to engage the community in addressing the freight and traffic management challenges, treatments and opportunities including:             <ul style="list-style-type: none"> <li>• Identifying a clear road hierarchy for freight and passenger movements.</li> <li>• Undertake a review of the acoustic environment along the freight routes.</li> <li>• Promote safe practices and behaviours such as seatbelt usage and speed management among heavy and light vehicles and other users to maximise safety outcomes to the community to assess noise impacts on residential developments.</li> <li>• Continue the ACT's participation in national discussions on heavy vehicle safety issues to enhance community awareness of the value and importance of freight to the economy.</li> </ul> </li> </ul>	<p>Ongoing</p>



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<b>3</b> Better planning, coordination and regulation	<b>3.1:</b> Ensure freight demand is integrated in transport and land use planning across and between jurisdiction boundaries and freight modes.	> The ACT Government released a <b>refreshed ACT Planning Strategy</b> in December 2018. The Strategy supports the freight network by seeking to limit inappropriate development (e.g. sensitive uses) and direct access points along key national freight routes, particularly the Monaro, Federal and Barton Highways. The ACT Freight Strategy also commits to take appropriate action, including statutory response, consultation, to protect corridors and land required to be reserved for future freight activities.	Short term
		> The ACT Government is <b>progressing a planning and statutory environmental approval process</b> to determine the location for Canberra's new industrial and employment precincts on the eastern side of Canberra (Eastern Broadacre) near Canberra Airport and along national key freight routes (tier 2) highways. Following the environmental approval, which is expected in late 2019 or early 2020, rezoning will commence to facilitate the future precincts.	Short term
	<b>3.2:</b> Strengthen the consideration of freight in all other government planning and decision-making.	> Supporting growth in freight and export activity in the Canberra Region is a key focus of <b>the ACT-NSW MoU for Regional Collaboration</b> . The ACT Government has supported the development of the <b>Canberra Region Joint Organisation's Transport and Freight Infrastructure Prospectus</b> – a key document which identifies commuter, tourism and freight transport corridors, and potential modes, across the Canberra Region and South East NSW	Ongoing
	<b>3.3:</b> Investigate policy, planning and operational solutions to improve freight access and movement along domestic and international supply chains.	> Through the National Heavy Vehicle Regulator (NHVR), the ACT <b>maintains up-to-date national freight routes (maps)</b> locally and regionally for existing approved routes for all restricted access vehicle networks (B-double, HML, PBS Level 1 and PBS Level 2, 14.5 tonne buses, Over dimension vehicles) indicating: <ul style="list-style-type: none"> <li>• Current and future freight generating land use activities</li> <li>• Freight supporting infrastructure such as rest stops, fuel stops, weigh-in-motion stations and decoupling stations</li> <li>• Future freight corridors to be protected, including preservation of a rail corridor option.</li> </ul>	Ongoing
		> The ACT Government will continue to <b>progress freight and export opportunities identified in the economic analysis of direct international air-freight options and the NSW Future Transport 2056</b> .	Short to Medium term
		> The ACT Government will <b>continue to work with Canberra Airport, Singapore Airlines, Qatar Airways, local businesses and councils</b> in the Canberra region to ensure the region has the associated infrastructure to encourage more businesses and progress proposals to establish a regional air freight hub.	Ongoing



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<b>4</b> Better freight location and performance data	<b>3.4:</b> Improve regulation to be more outcomes focused and risk-based to support innovation and reduce regulatory burden whilst maintaining safety, security and sustainability.	> The ACT has <b>commenced and applied all relevant provisions of the Heavy Vehicle National Law</b> as part of transitional arrangements for National Heavy Vehicle Regulator managing those arrangements for the ACT including: <ul style="list-style-type: none"> <li>• Registration</li> <li>• Intelligent Access Program</li> <li>• National heavy Vehicle Accreditation Scheme</li> <li>• Speeding Heavy Vehicles</li> <li>• Fatigue.</li> </ul>	Short-term
	<b>4.1:</b> Develop an evidence-based view of key freight flows and supply chains and their comparative performance to drive improved government and industry decision-making, investment and operations.	> The ACT Freight Strategy commits to <b>undertake collection of video-based origin-destination (O-D) data and traffic count and classification data</b> and collection of tracking operations data as part of the Intelligent Access Program (IAP) operation in the ACT.	Short to Medium term
		> The ACT utilises freight data from previous surveys and studies such as the <b>ABS Road Freight Movement Survey, Austroads' Key Freight Routes Data Project and Cadence Economics Analysis of Air Freight Operations at Canberra Airport</b> to understand the freight flows to, from and through the Territory.	Ongoing
		> The ACT has recently completed an industry survey in collaboration with NatRoad <b>to collect the views of industry drivers and road transport operators about heavy vehicle rest areas, their locational requirements and</b> the types of facilities. The results are currently being factored in planning.	Short term
		> The ACT is contributing <b>to developing national ATAP guidance in the practice of urban freight demand modelling</b> to ensure consistency in modelling freight demand, or heavy vehicle movement, in urban transport models across jurisdictions.	Short term



